

An aerial photograph of a city, likely Honolulu, showing a dense urban area with numerous skyscrapers and buildings. In the foreground, there is a harbor with several boats and a marina. The background features a range of mountains under a clear blue sky. A dark blue rectangular box is overlaid on the bottom left of the image, containing white text.

ALA MOANA

Neighborhood TOD Plan

Committee on Zoning, Planning, and Housing
June 18, 2020

DEPT. COM. 409

ZH

Ala Moana Neighborhood TOD Plan

- DPP offered recommended plan amendments for consideration by City Council PZH Committee.
- Includes several amendments proposed over the last 3 years.
 - Focused around specific projects
 - Includes technical amendments
 - Healthcare preservation
- Addresses Neighborhood Board Comments
 - Infrastructure, view protection, community benefits
- Proposes significant updates that need broader discussion
- Primary issues to discuss:
 - Rail corridor preservation and multimodal bus/rail transit centers
 - Ala Moana Center redevelopment
 - Increased height and density
 - Expanded Convention Center Subdistrict and hotel uses
 - Climate change/ sea level rise
 - Viewsheds and tower design and spacing
 - Affordable housing and community benefits
 - Community input

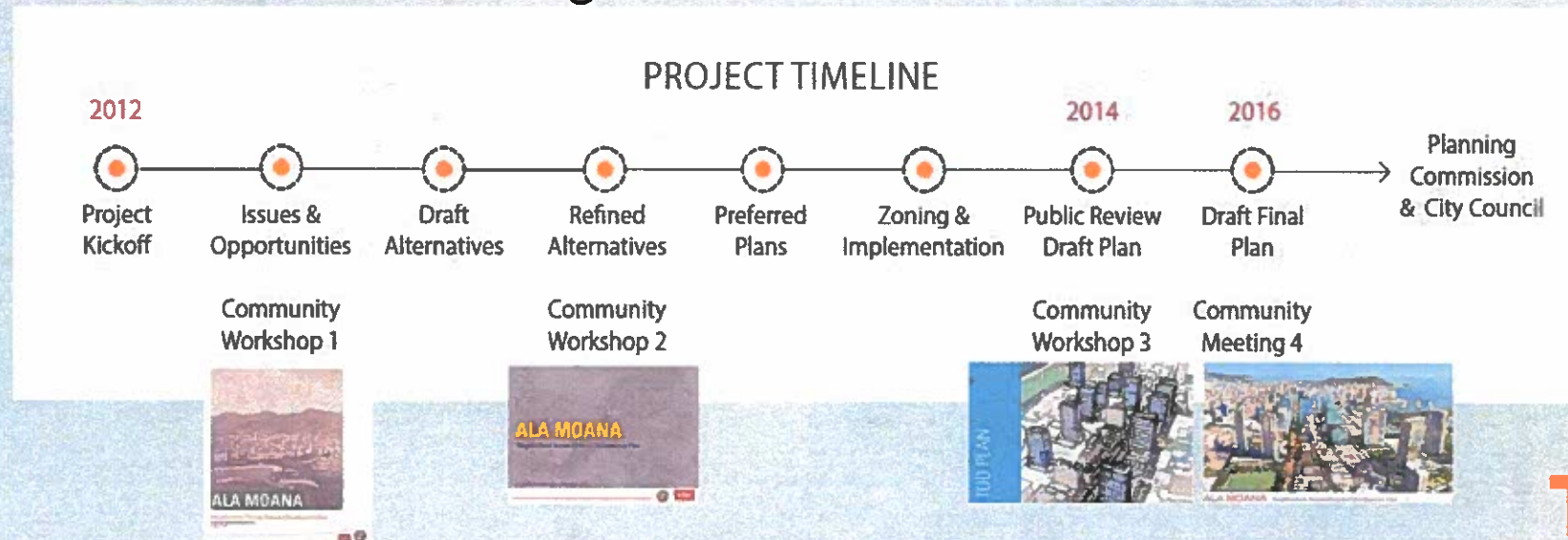
Ala Moana Neighborhood TOD Plan

Ala Moana Neighborhood Community Vision:

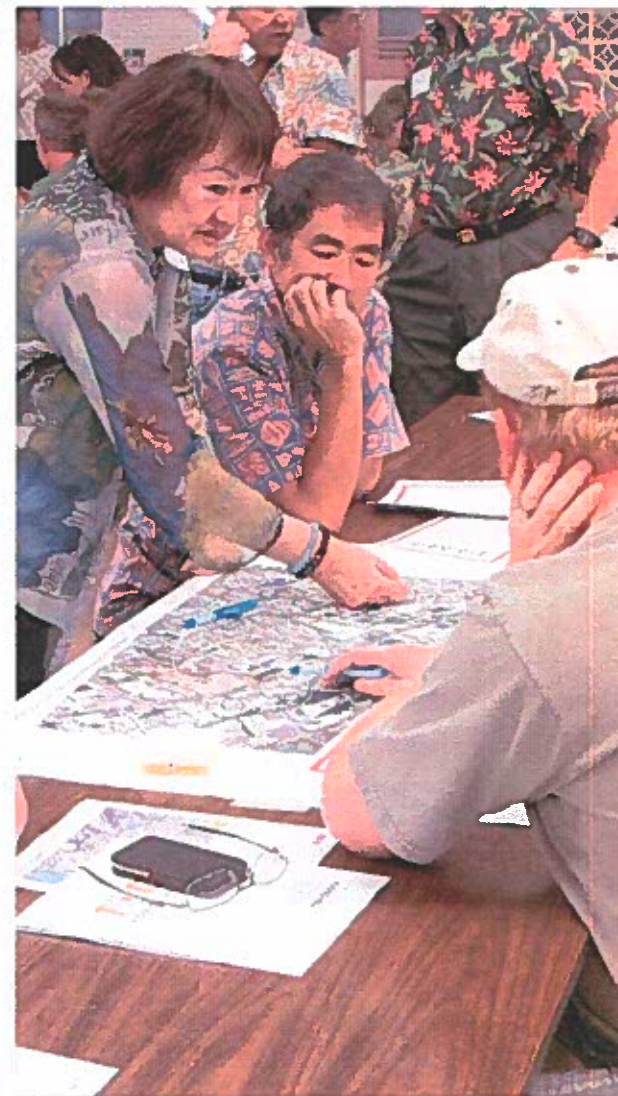
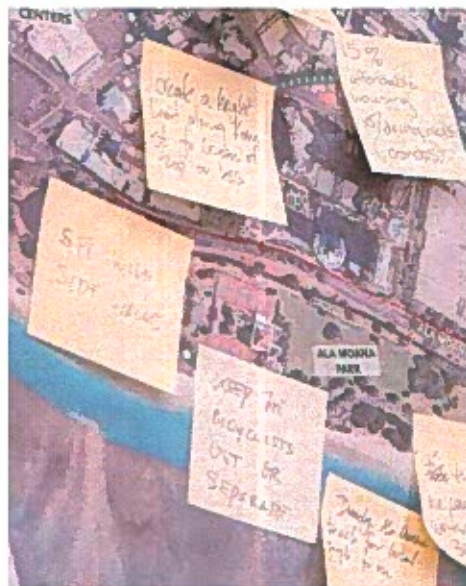
“A livable urban community with revitalized neighborhoods that embodies cultural and income diversity, a mix of uses and convenience, and the aloha spirit.

A place where locals and visitors gather together.”

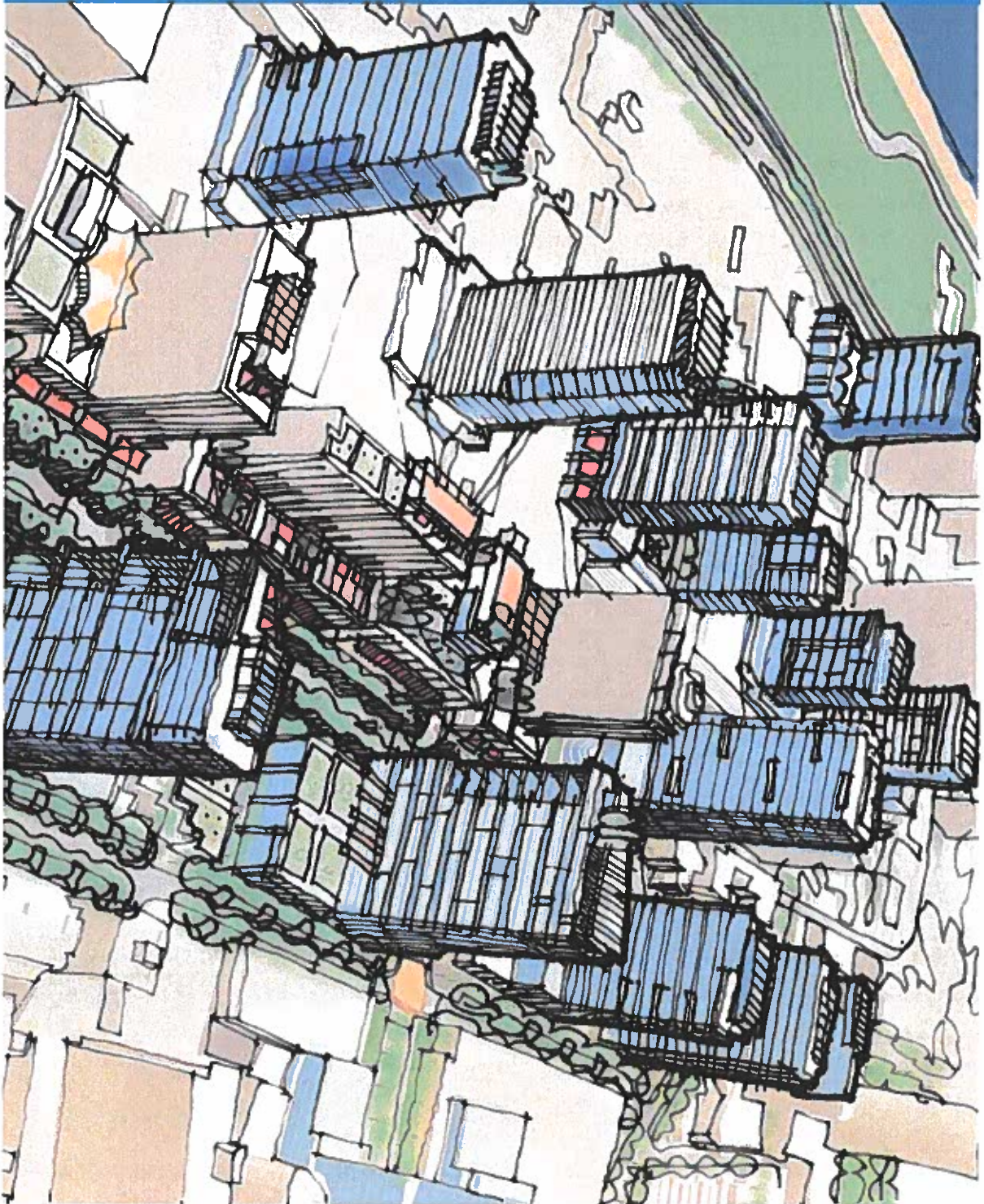
What Was the Planning Process?



COMMUNITY WORKSHOPS



DEVELOPMENT FRAMEWORK



DEVELOPMENT INCENTIVES/TRADE OFFS: HOW DO THEY WORK?

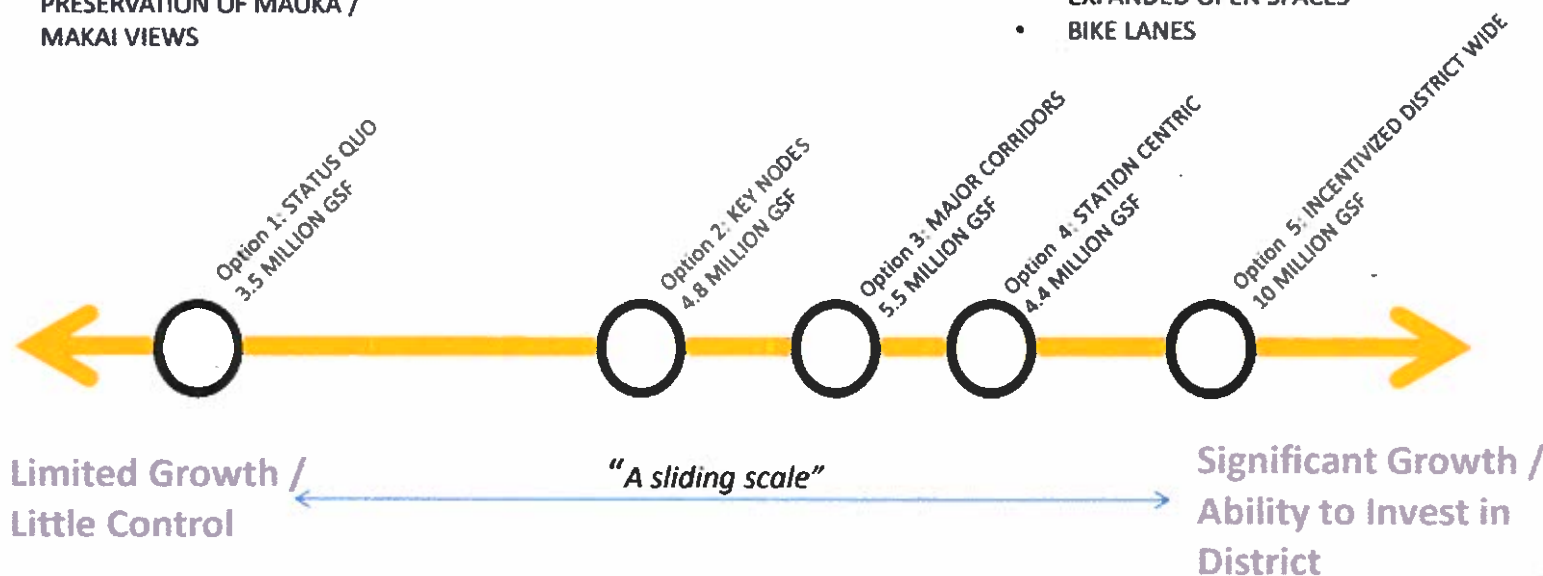
MARKET STUDY PROPOSES 3.5 MILLION GSF IN NEXT 20 YEARS– LETS GET IT RIGHT!

Limited Growth / Little Control

- DEVELOPMENT UNCERTAINTY
- SLOW GROWTH
- LUXURY HOUSING
- INCREASED TRAFFIC
- INCREMENTAL PUBLIC IMPROVEMENTS
- LITTLE OR NO CHANGE TO PUBLIC REALM
- PRESERVATION OF MAUKA / MAKAI VIEWS

Significant Growth / Ability to Invest in District

- DEVELOPMENT CERTAINTY
- SIGNIFICANT GROWTH
- DIVERSITY OF HOUSING
- COMPLEMENTARY MIXED USE
- PUBLIC OPEN SPACES AND EVENTS
- STREETScape IMPROVEMENTS
- TRAFFIC MITIGATIONS
- INFRASTRUCTURE UPGRADES
- EXPANDED OPEN SPACES
- BIKE LANES



ILLUSTRATIVE PLAN

LEGEND


EXISTING DESTINATIONS / COMMUNITY ASSETS

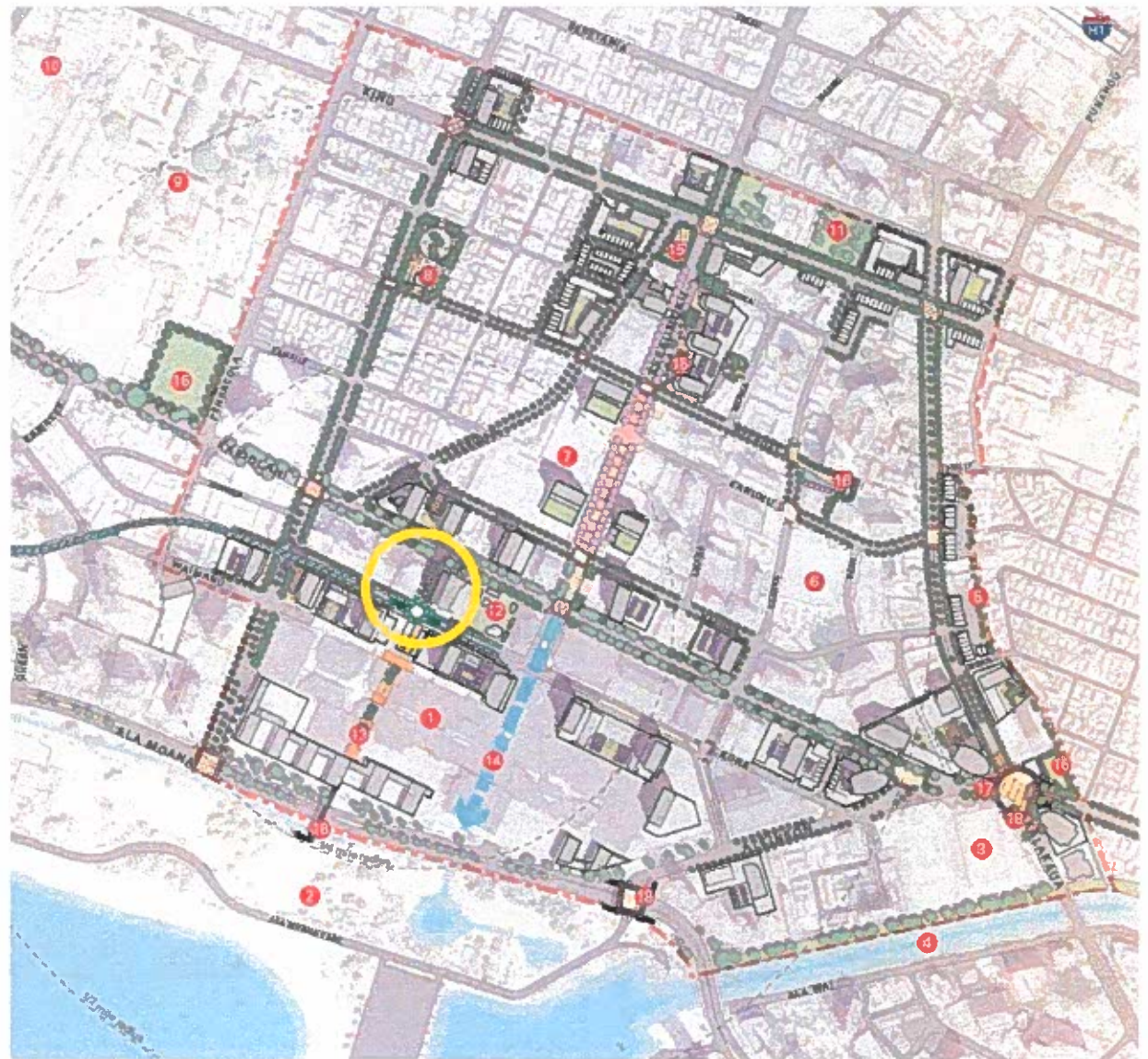
- 1 Ala Moana Center
- 2 Ala Moana Regional Park
- 3 Hawaii Convention Center
- 4 Ala Wai Canal
- 5 Maikiki Stream
- 6 Don Quijote Supermarket
- 7 Walmart/Sam's Club
- 8 Sheridan Community Park
- 9 McKinley High School
- 10 Blaisdell Center
- 11 Pawaa In-Ha Park

PROPOSED DESTINATIONS

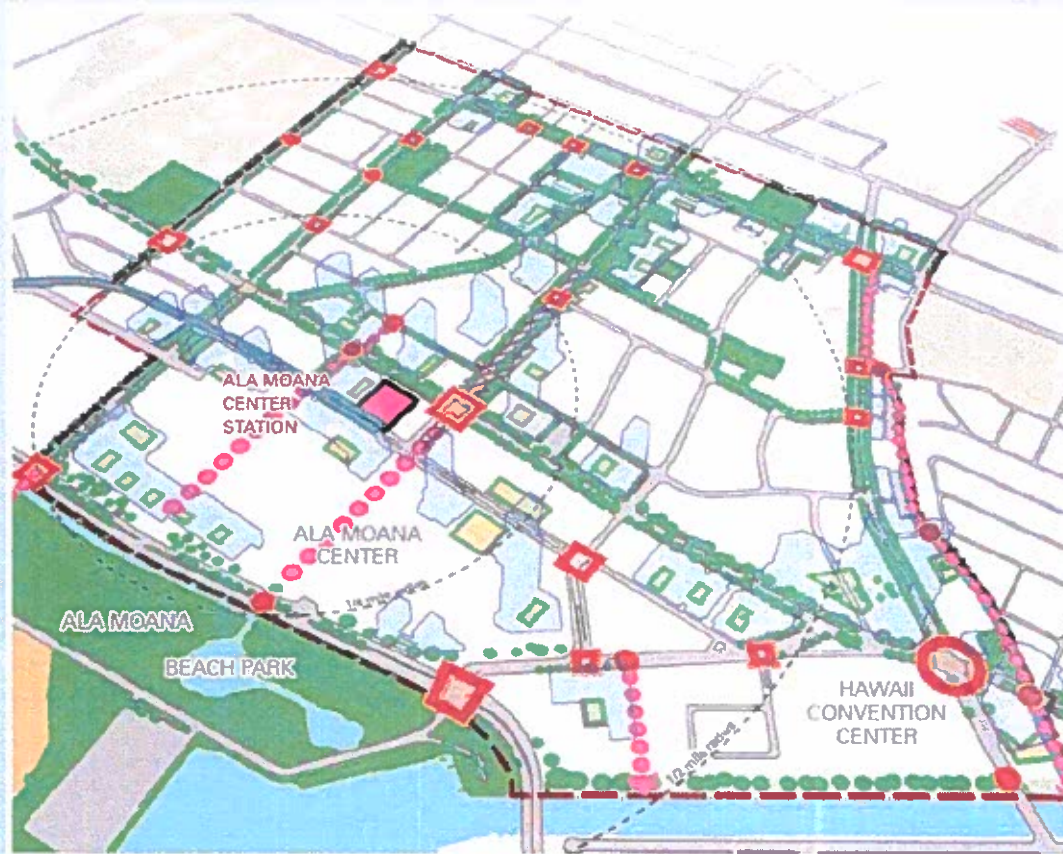
- 12 Transit Plaza
- 13 Station Mauka/Makai Connection
- 14 Center Stage Mauka-Makai Connection
- 15 Community Plaza
- 16 Community Park
- 17 Convention Center Gateway
- 18 Pedestrian Flyover

Planning Area

-  Ala Moana Center Rail Station
-  Fixed Guideway



CONNECTING PLACES WITH ACTIVE STREETSCAPES



- | | |
|-----------------|---------------------------|
| PARKS | INTERSECTION IMPROVEMENTS |
| TERRACED LEVELS | PEDESTRIAN CONNECTIONS |
| STATION PLAZA | TREE CANOPY |
| EVENTS STREET | |

Open spaces include existing neighborhood park improvements, community parks, pocket parks, stream rehabilitation, and a central transit plaza adjacent to the station. These open spaces are connected by streets featuring generous landscaping and a full tree canopy.



STREETSCAPE IMPROVEMENTS

*KAPIOLANI BLVD-
(EXISTING)*

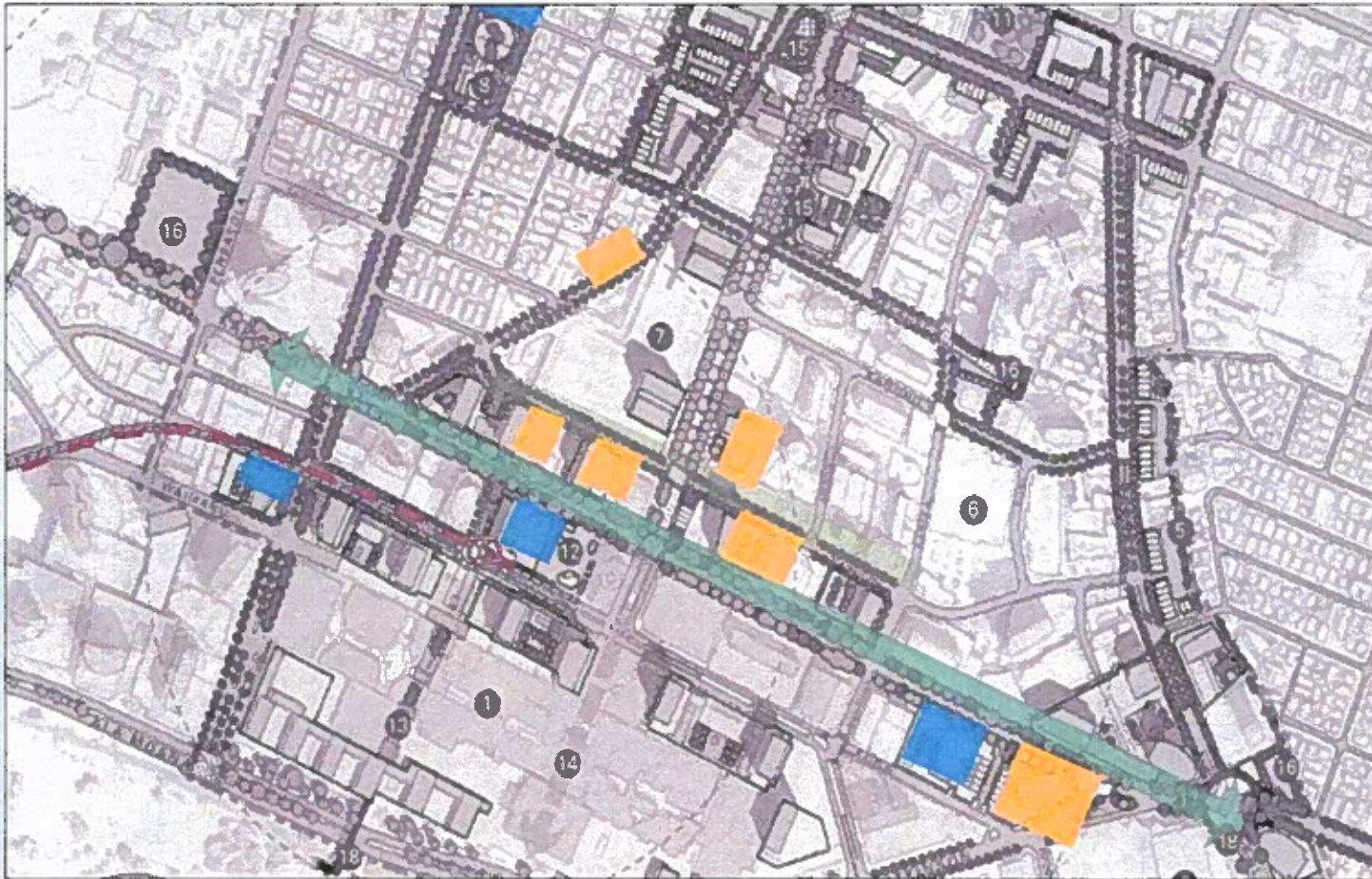


STREETSCAPE IMPROVEMENTS

KAPIOLANI BLVD- (VISION)



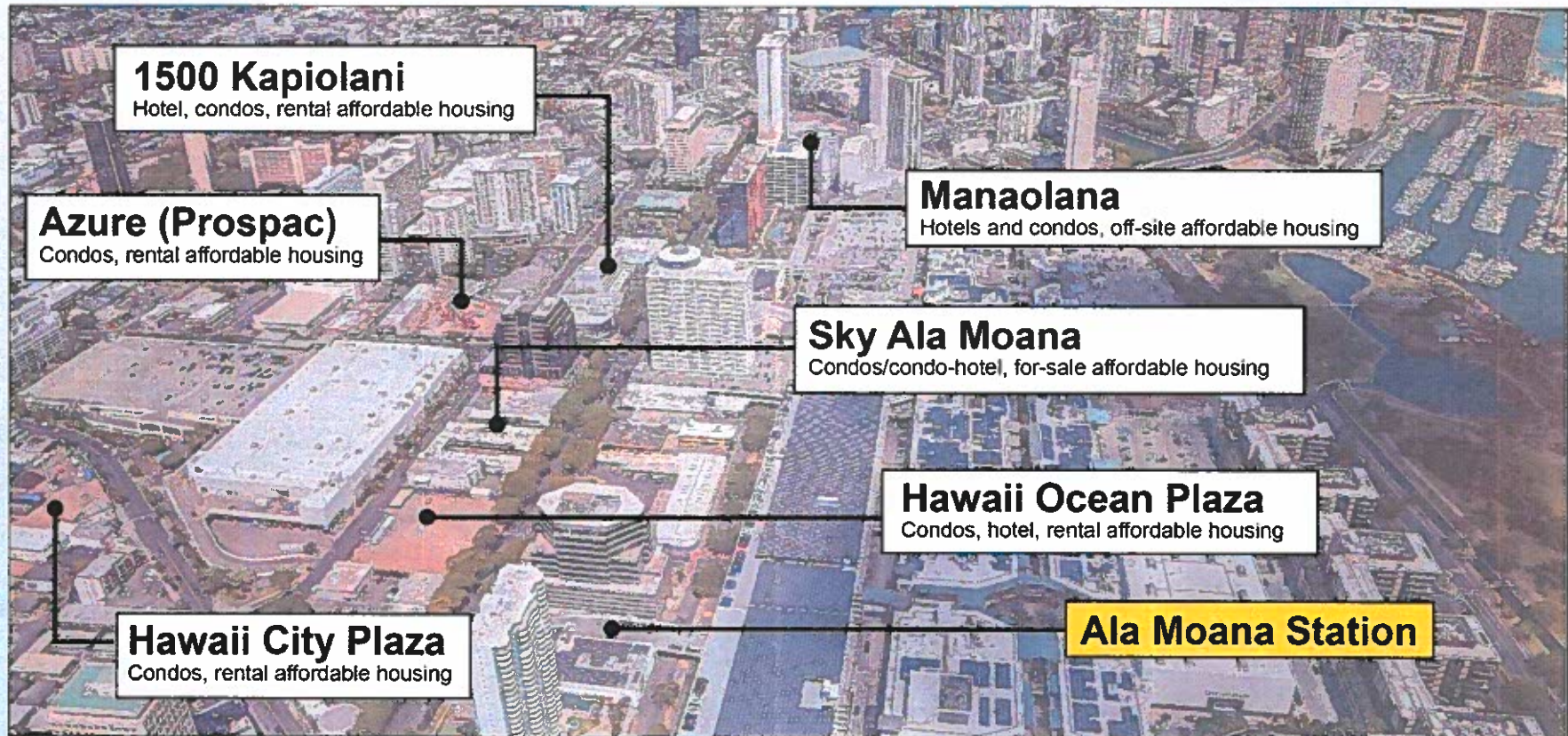
TOD Projects – Ala Moana (approved or built)



Gold:
IPD-T projects
Approved

Blue:
201H projects,
approved or built

Approved TOD Projects (Interim PD-T)



Significant project interest in Ala Moana, Iwilei, Kapalama, Pearlridge, Waipahu, West Loch, and East Kapolei

Fig. 1-6: Transit Network

- Fig 1-6 shows funded rail system to Ala Moana Station on Kona St near Kona Iki.
- Shows a preferred route for potential rail extension along Kona to Atkinson and Kapiolani.
- Development has blocked two other potential routes; it is critical to preserve one or more routes.
- Transit corridor preservation is a strategy to ensure that future transit planning has realistic alternatives.
- *Any agreement to preserve a potential corridor would not determine the actual future alignment or technology (requires unbiased and rigorous technical and environmental analysis of all alternatives).*

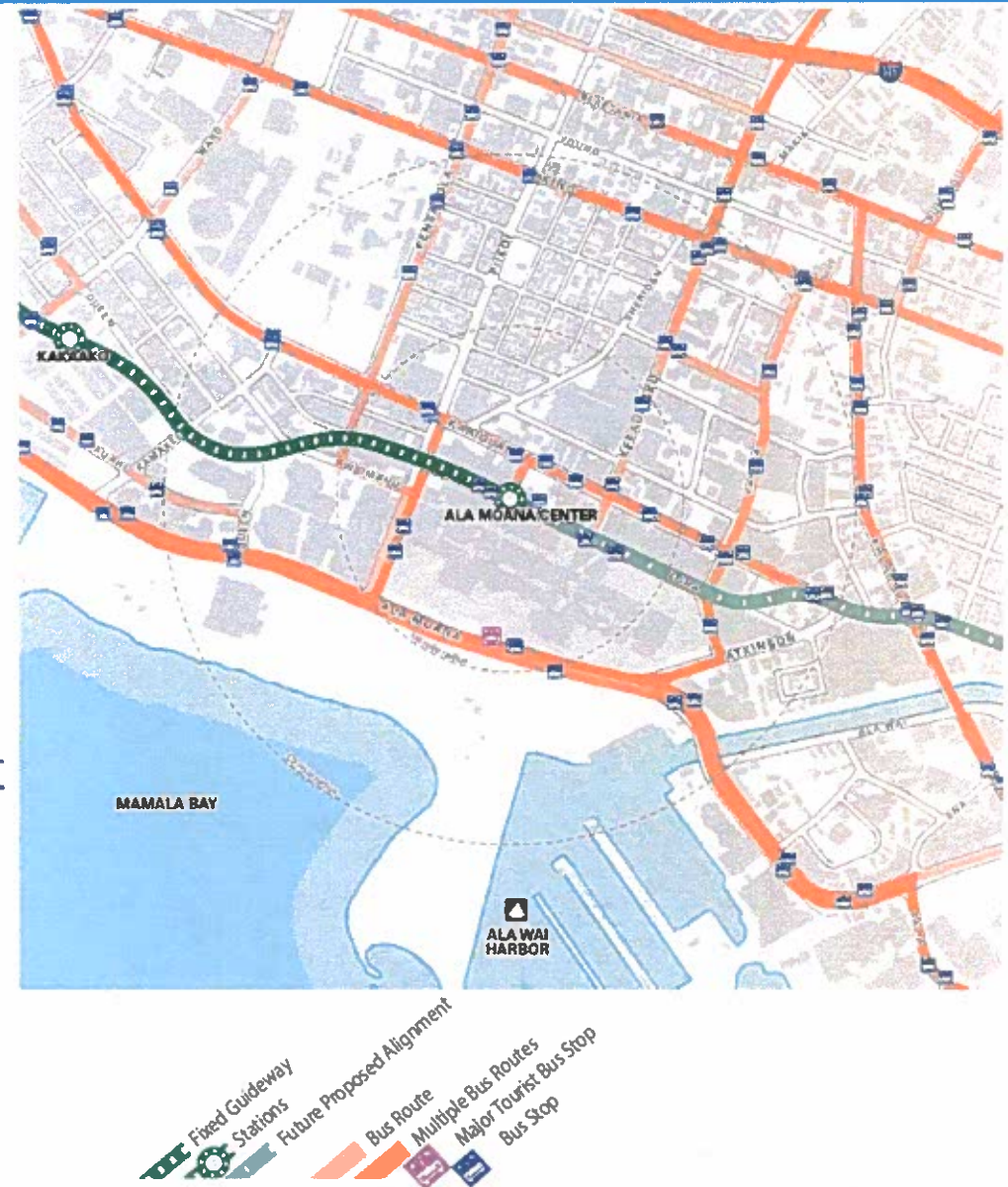
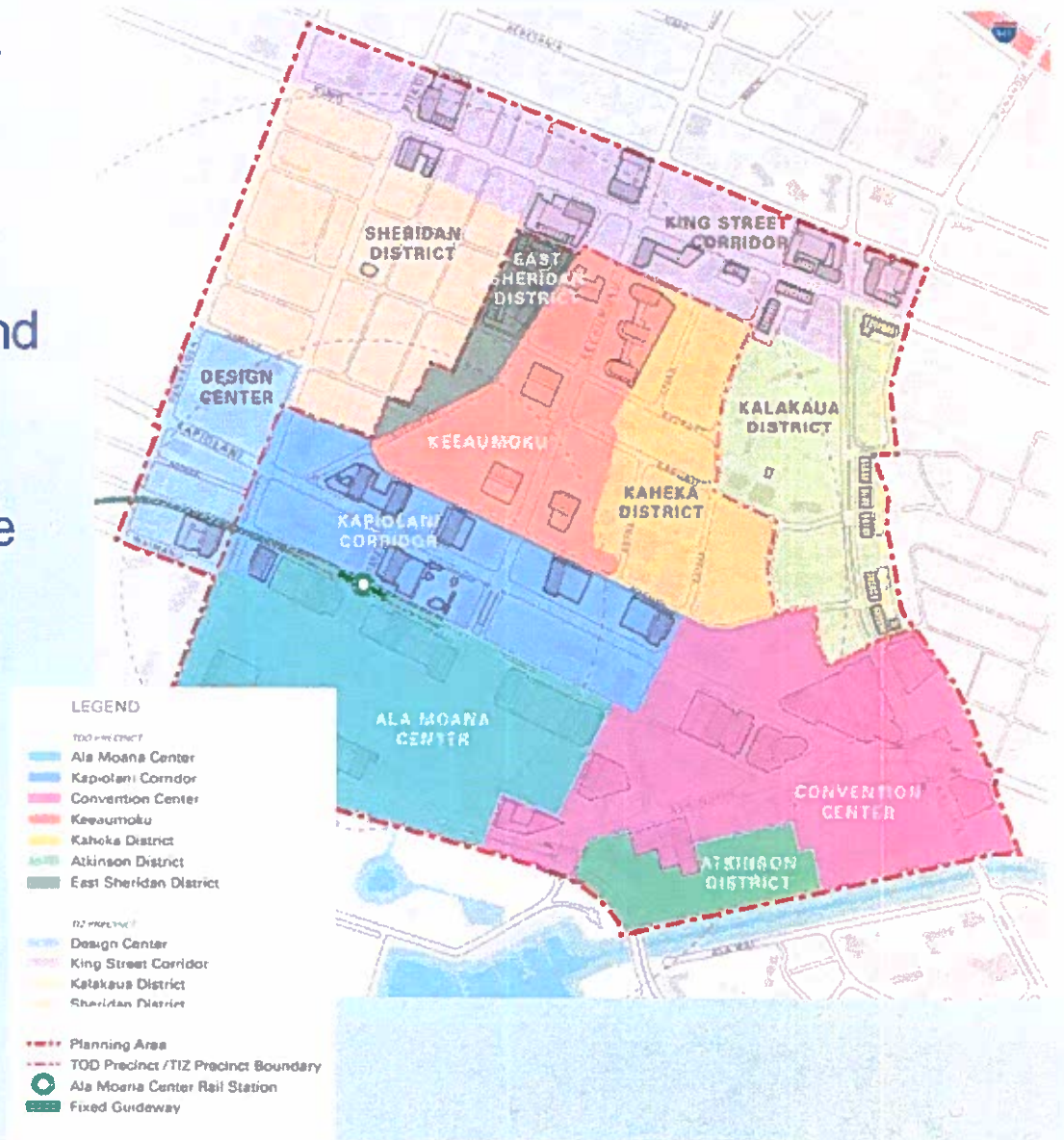


Fig. 3-5: Subdistrict Designations

- In Bill 2 (2019), relating to IPD-T permits for TOD, DPP proposed limiting new full service hotels to the Convention Center District.
- The revised Fig 3-5 would expand the CC District to add properties along Atkinson Drive.
- Encouraging new hotels near the Hawaii Convention Center will support the visitor industry while helping preserve the rest of the neighborhood for more local residential projects.



Ala Moana Center Redevelopment



Ala Moana Center Redevelopment

- The Draft TOD Plan did not include high-density development on most of the AMC property, except for adjacent to Kona Street.
- The new AMC ownership (Brookfield Properties) is more interested in TOD opportunities, especially on the mall's aging parking structure sites.
- This interest gives the City leverage in negotiating for transit corridor preservation and transit center locations (plus other community benefits).
- Brookfield has indicated interest in executing agreements to preserve a corridor for rail extension (or other technology such as express bus) and to identify locations for multimodal bus/rail transit centers.
- They have studied a potential rail extension along Kona St (results should be available soon).
- An agreement should be executed prior to Council approval of any major project requesting added height and density.

Fig. 5-2: Proposed Zoning Map

- Minor updates to Fig. 5-2 Proposed Zoning Map would extend the BMX-3 Commercial Business Mixed Use zoning across Atkinson Drive.
 - Includes parcels near the Convention Center and the Atkinson YMCA property
 - Aligns with the expanded Convention Center District to allow hotels or mixed use development in that area

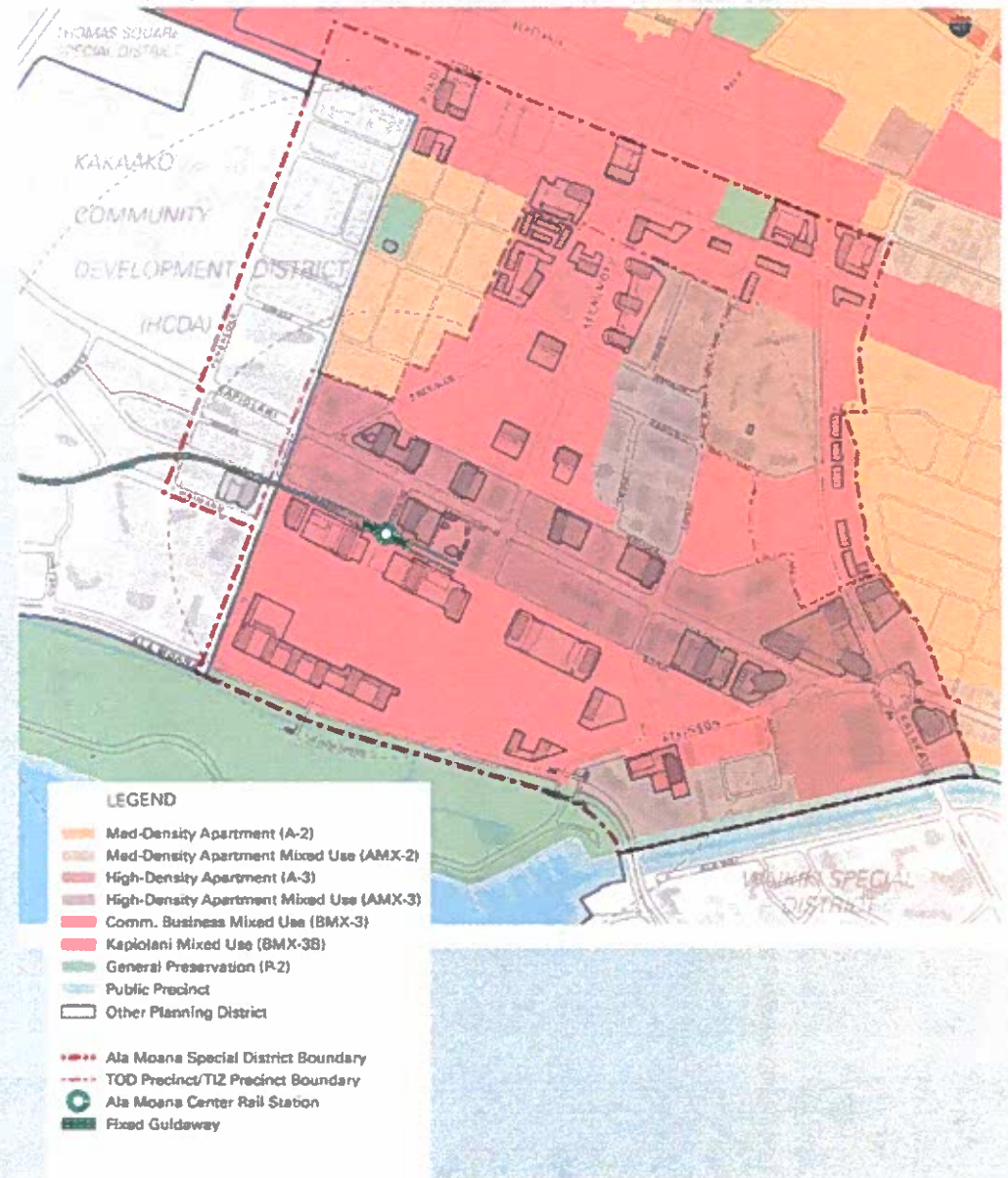


Fig. 5-3: Proposed FAR Zone Map (Density)

- Floor Area Ratio (FAR) is a measure of density; 10.0 FAR is available only near Kapiolani Blvd (with community benefits).
- Council has supported increased density in Keeaumoku Subdistrict.
- DPP proposes similar increases (up to 7.0 FAR) on AMC (currently only shown along Kona).
- This “bonus” density is not automatic; it is only available in return for commensurate community benefits (i.e. added affordable housing, or providing rail transit corridor or transit center locations).

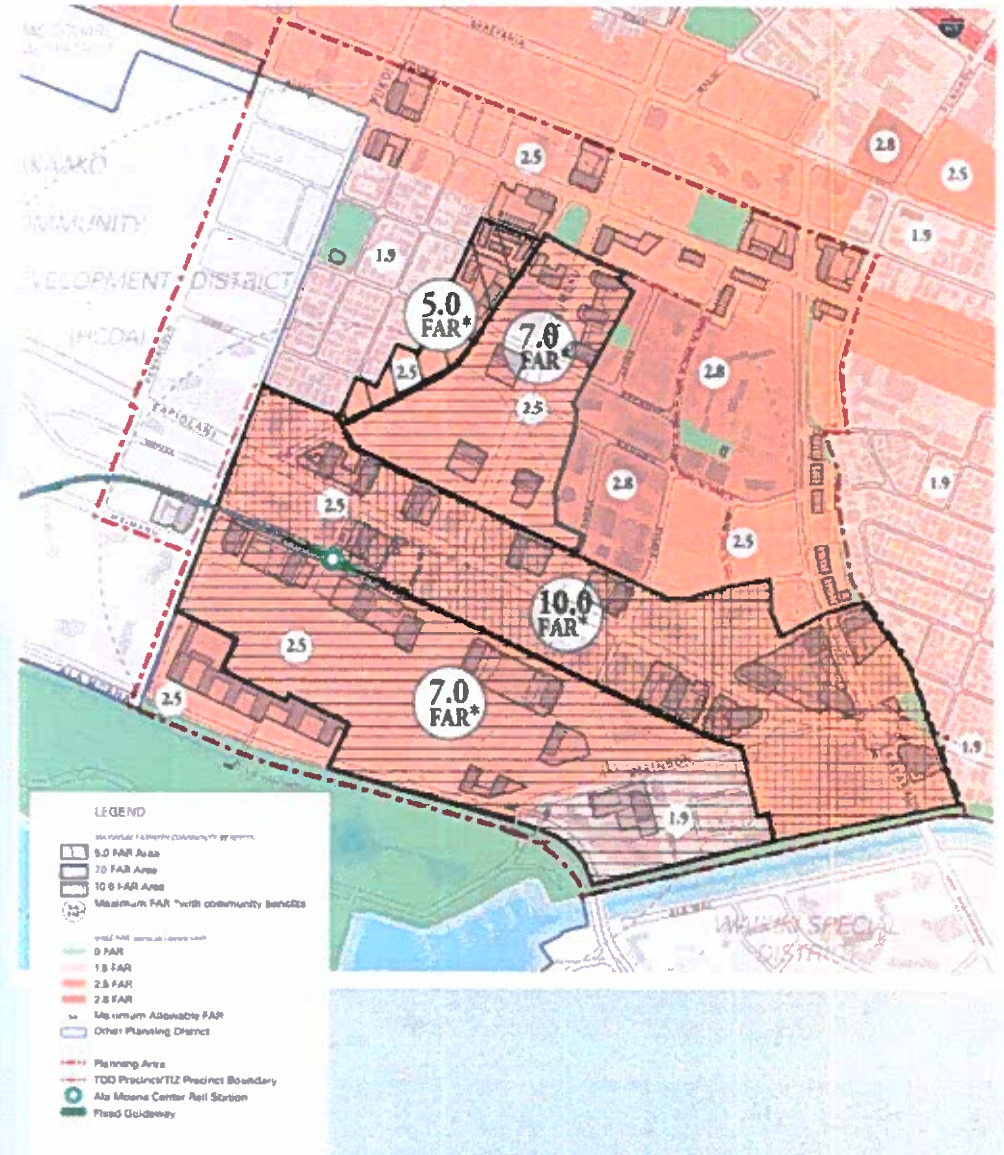


Fig. 5-4: Proposed Building Height Zone Map

- “Bonus” heights were in the draft TOD Plan (with community benefits).
 - 400 ft. along Kapiolani Blvd
 - 350 ft. along, Kona, Atkinson, and Keeaumoku
- Council has supported increase to 400 ft. in Keeaumoku Subdistrict.
- DPP proposes similar increase (up to 400 ft.) on Ala Moana Center property.
- This “bonus” height is not automatic; it is only available in return for commensurate community benefits (i.e. added affordable housing, or providing rail transit corridor or transit center locations).

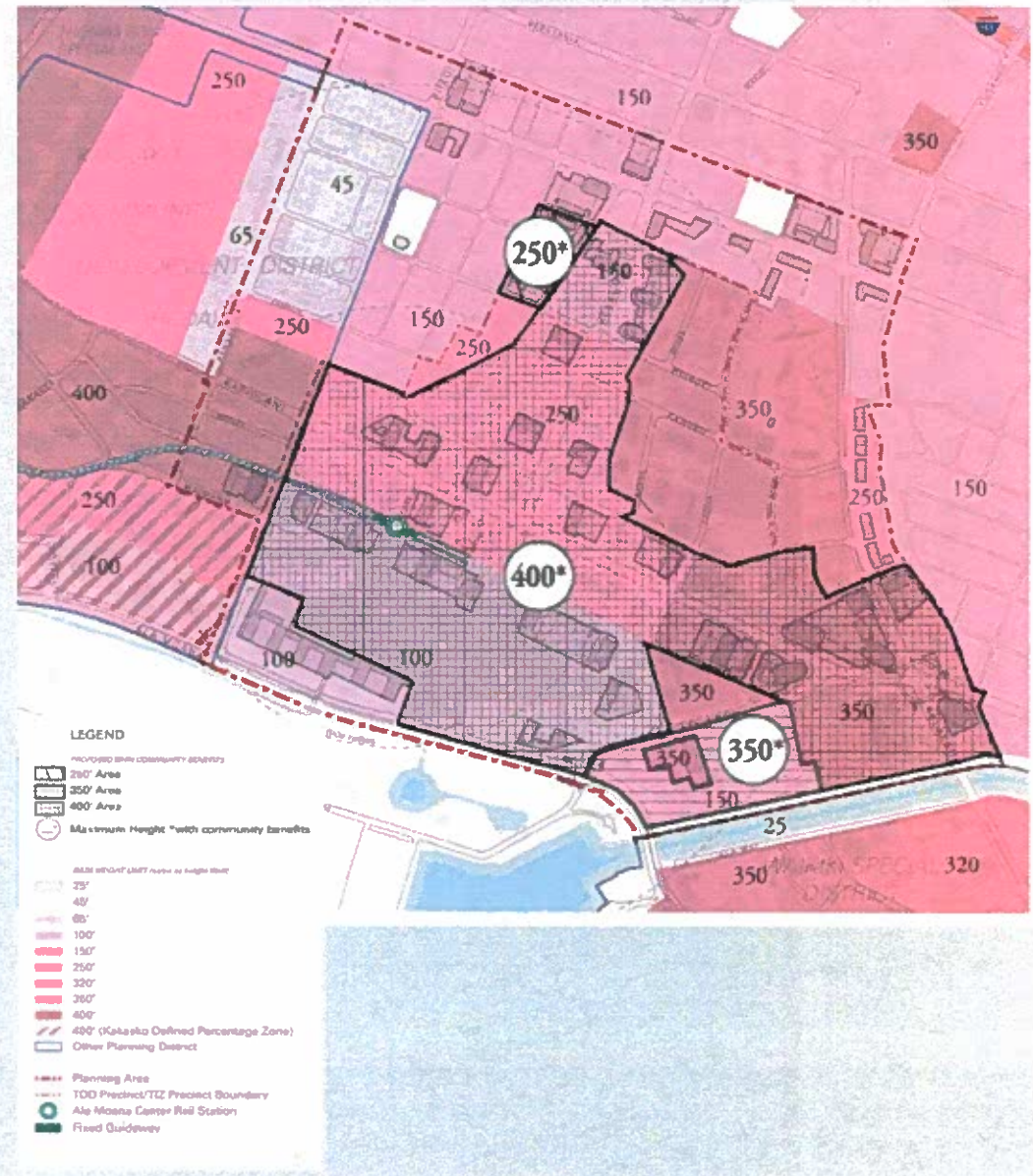


Fig. 1-7: Sea Level Rise Exposure Area

- Mayor's Directive 18-02 requires addressing sea level rise (SLR).
- New Figure 1-7 shows 3.2 ft. SLR
- Any development proposed in the SLR exposure area will be subject to climate adaptation guidance and related regulations and rules:
 - Base elevation and habitable floor levels
 - design of streetscapes and outdoor areas
 - drainage and utilities
 - location of equipment and mechanical systems
- All development should employ best engineering practices to mitigate or avoid the impact of such effects, without major impacts to adjacent properties.

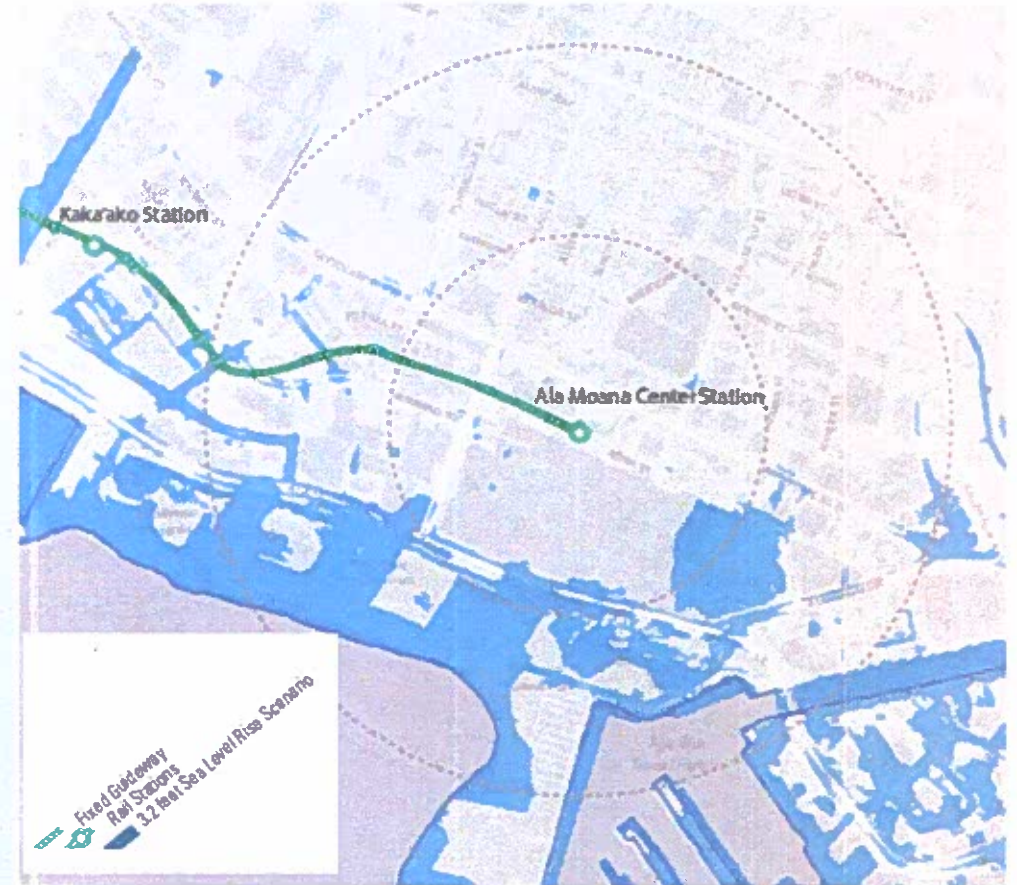


FIGURE 1-7: SEA LEVEL RISE EXPOSURE AREA

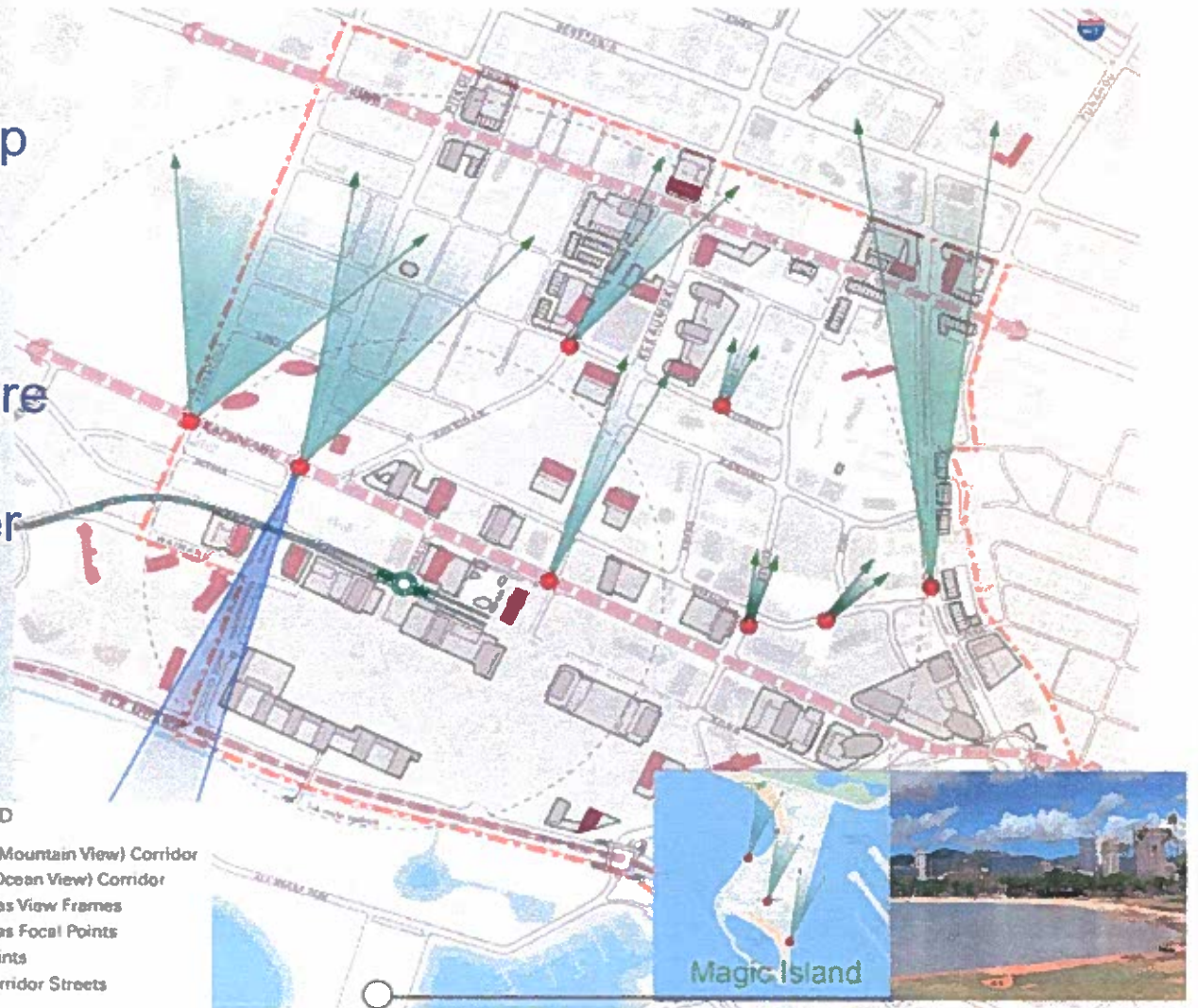


Fig. 3-17: Important Public Views and Viewsheds

- Updated Important Public Views and Viewsheds map and text is based on new fieldwork by DPP staff.
- Removed ewa-diamond head corridors, added more mauka-makai views.
- New requirement for tower developers to conduct a viewshed study.



- LEGEND
- Mauka (Mountain View) Corridor
 - Makai (Ocean View) Corridor
 - Towers as View Frames
 - Towers as Focal Points
 - View Points
 - View Corridor Streets
 - Planning Area
 - Ala Moana Center Rail Station
 - Fixed Guideway

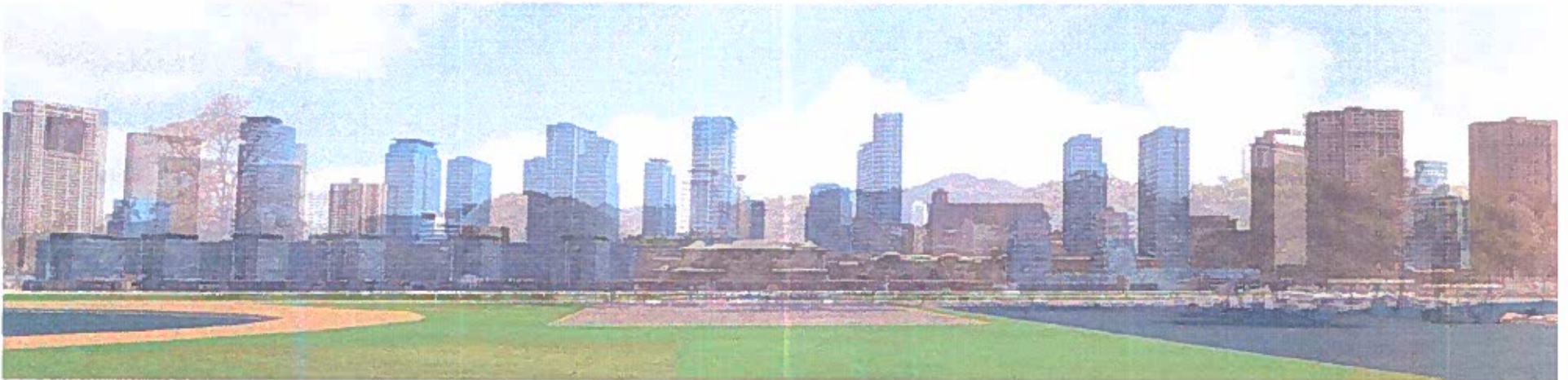


IMPORTANT VIEWSHEDS

EXISTING (FROM MAGIC ISLAND)



PROPOSED FULL BUILDOUT (FROM MAGIC ISLAND)



Tower Design and Spacing

- Based on what we have learned from projects already proposed in the area, the amendments also include some technical changes:
 - ensure appropriate tower width, spacing, and mauka-makai orientation
 - lower podium heights
 - updated setback and parking requirements
- Coupled with the view and viewshed study requirements, these will help mitigate the higher densities and heights.
- Development across from Ala Moana Park should create a scale transition from the park, including building heights and setbacks, with landscaped terraces or stepped-back facades.



Affordable Housing and Community Benefits

- The original Draft Plan included specific numbers and percentages recommended for affordable housing that are now obsolete with the adoption of Ordinance 18-10, Affordable Housing Requirement.
- It also did not reference specific incentives adopted in Ordinance 18-1 Affordable Housing Incentives, and in the TOD Special District regulations.
- The text and tables have been updated to reflect these ordinances.
- Some community benefits, such as providing right-of-way for a potential future rail extension, a location or funding for a multimodal bus/rail transit center or a new fire station, could exceed the commensurate level of bonus required by Council for an individual project.
- DPP is proposing that excess benefits could be applied to future projects on the same property through an approved agreement with the City.

Reminder: Potential increased height and density in the TOD Plan (for large projects) requires project-level permit approval of commensurate community benefits by City Council.

Questions and Discussion

Mahalo!

www.honolulu.gov/tod
[www.Facebook.com/TODHonolulu](https://www.facebook.com/TODHonolulu)